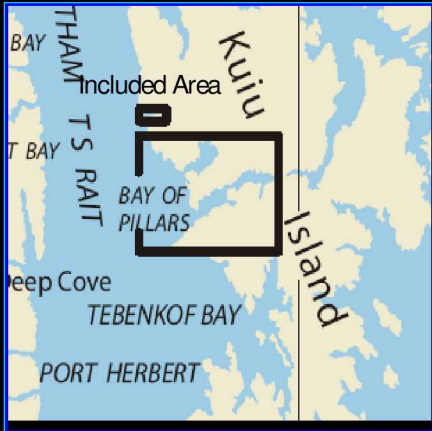


# BookletChart<sup>TM</sup>

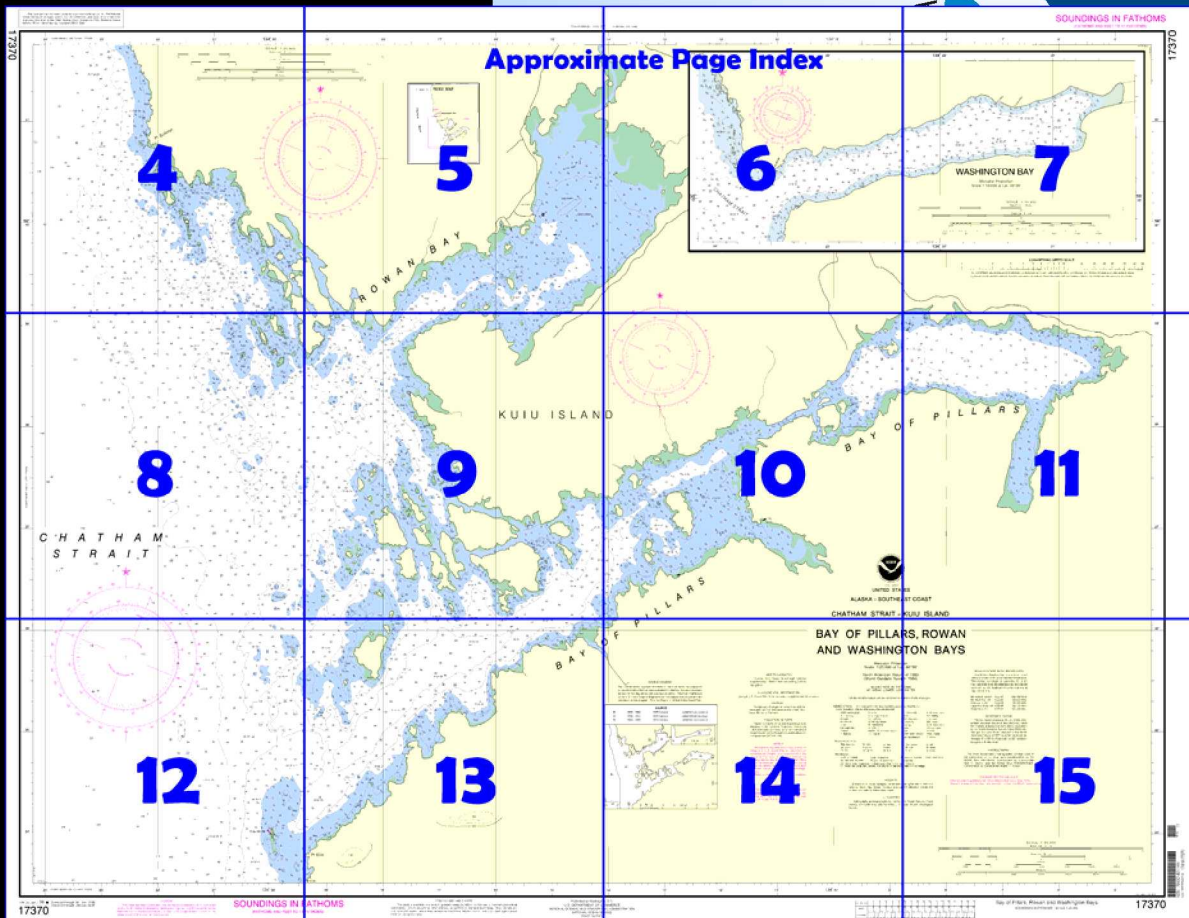
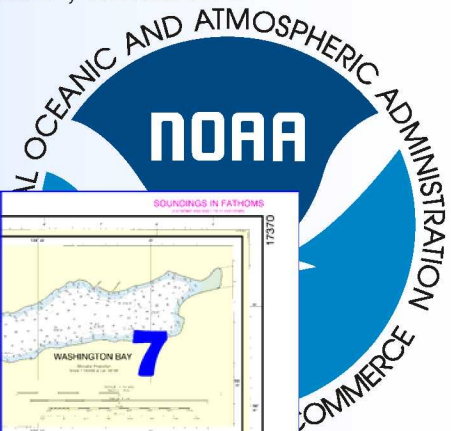
## Bay of Pillars, Rowan and Washington Bays

(NOAA Chart 17370)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 8, Chapter 10 excerpts]**

(2) **Chatham Strait** is the most extensive of the inland passages of southeastern Alaska. It is about 18 miles wide at its entrance between Cape Ommaney and Coronation Island and about 13.5 miles between the cape and the W shore of Kuiu Island, with a length of 138 miles from Coronation Island N to Rocky Island. The main strait is clear, open, and deep throughout, but some of the bays and bights are foul. In the winter, ice forms in

many of the bays and inlets, particularly those into which large freshwater streams empty and which have narrow entrances. The W shore as far as Point Augusta is high, bluff, and rugged, and free from hidden dangers in the way of navigation from point to point, except in the vicinity of the E entrance to Peril Strait. The water is shoaler on the E side, and the reefs extend out farther, but in most cases they are in the

bights and bays, and in no case do they extend beyond a line drawn 0.5 mile off from point to point, except a ledge about 1 mile offshore at Point Crowley.

(73) **Point Ellis** (56°33.8'N., 134°19.2'W.), the S point of Bay of Pillars, is 16.5 miles N of Point Harris. The point is low and rocky. Rising steep and bluff back of it is a high wooded ridge with two prominent landslides on its S face; the E one is inverted "V" in shape. These slides are bare and can be seen for a long distance from S or SW. A rock, covered 2½ fathoms, is about 0.3 mile WSW of the point in about 56°33'38"N., 134°19'45"W. A bare reef is 0.4 mile WNW of Point Ellis. The reef is marked by **Point Ellis Light** (56°34'00"N., 134°19'59"W.), 30 feet (9.1 m) above the water, shown from a skeleton tower with a red and white diamond-shaped daymark. Kelp is between the reef and the point, and also extends about 0.5 mile N from the reef. A rock awash is about 0.3 mile N of the reef in 56°34'20"N., 134°19'46"W.

(75) **Bay of Pillars** extends about 10 miles NE from Point Ellis and is comparatively clear for 4.5 miles. Above this the bay is foul and must be navigated with caution.

(76) The best approach to the bay is on a SE course passing about 0.9 mile N of Point Ellis Light 8, then following a midchannel course on about 068° into the bay.

(77) Temporary anchorage for small boats can be had in a cove about 2.1 miles NE of Point Ellis in 10 to 20 fathoms, mud and shell bottom.

(80) Four small islands are on the SE side of the bay, about 4.5 miles above Point Ellis. Secure anchorage for small vessels can be found about 400 yards E of the islands and the same distance from the shore, in 10 to 11 fathoms. It is safer for a stranger to enter at low water. The channel is about 150 yards wide between the N end of the islands and the reef to the N. The channel N of the reef is about 150 yards wide and is the most direct route to the upper parts of the bay.

(81) About 6 miles above the entrance a narrow foul channel leads into the inner bay, which is clear and deep. The narrow entrance to the inner bay has strong tidal currents and should only be entered at slack water or with local knowledge. A rock awash is at midchannel at the W end of the narrow entrance in about 56°37'58"N., 134°11'07"W.

(83) **Rowan Bay** has a very irregular bottom and much kelp and is suitable only for small vessels. Strangers should preferably enter at low water and exercise care, because there are many charted and uncharted shoals in the bay and at its entrance.

(85) The entrance to Rowan Bay, 5 miles N of Point Ellis, has depths of 10 to 20 fathoms, however, uncharted shoals from 3 to 1½ fathoms are reported; local knowledge is advised. The shores at the entrance are foul. At 1.2 miles within the entrance there is an island in the middle. The deep channel follows the SW and SE sides of the island at a distance of about 200 yards. The passage N of the island is narrow and bordered on both sides by foul ground, but it is preferred because a nearly straight approach is possible.

(86) E of the island, the bay has a NE direction with depths of 3 to 15 fathoms, and is a secure anchorage. A rock, covered 1.8 fathoms, is 0.45 mile ENE from the island in the middle of the bay in about 56°39'38"N., 134°15'02"W. Other rocks extend about 250 yards E of the 1.8 fathom rock and caution is advised in this area. Two large streams enter the head, and an extensive flat borders the entire N shore between them to a distance of over 0.5 mile, but the shoaling is gradual up to 3 fathoms.

(87) In 1981, a logging camp was operating in Rowan Bay on the NW shore on both sides of the point about 0.6 mile NNE of the island. A small-craft and seaplane float is about 0.2 mile W of the point. A log storage area and log booms are in the N part of the bay. Gasoline and a machine shop are available in an emergency only. Radiotelephone communications are maintained with other parts of Alaska, and with other States.

(88) **Point Sullivan**, about 7.2 miles N of Point Ellis, is low and wooded. The land rises gradually back to a ridge. A chain of islands, bare and submerged rocks, and kelp extend about 1.2 miles SSE from the point. E of these islands is a bight, open to the S, where temporary anchorage can be found in 13 to 20 fathoms.

# Table of Selected Chart Notes

Corrected through NM Jun. 17/06  
Corrected through LNM Jun. 06/06

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**Mercator Projection**  
**Scale 1:20,000 at Lat. 56°39'**  
**North American Datum of 1983**  
**(World Geodetic System 1984)**  
**SOUNDINGS IN FATHOMS**  
**AT MEAN LOWER LOW WATER**

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.276" southward and 6.250" westward to agree with this chart.


**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Robert Barron	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 8 for important supplemental information.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard, Geological Survey.

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

**HEIGHTS**  
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

**COLREGS, 80.1705 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)			
Aids to Navigation (lights are white unless otherwise indicated):			
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N num	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow
Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
Miscellaneous:			
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in feet above datum of soundings.			

**PRINT-ON-DEMAND CHARTS**  
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

17370

24' CONTINUED ON CHART 17320

23'

22'

21'

134° 20'

SCALE 1:20,000

Nautical Miles

Statute Miles

Yards

Meters

41'

56°

40'

39'

Joins page 8

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.

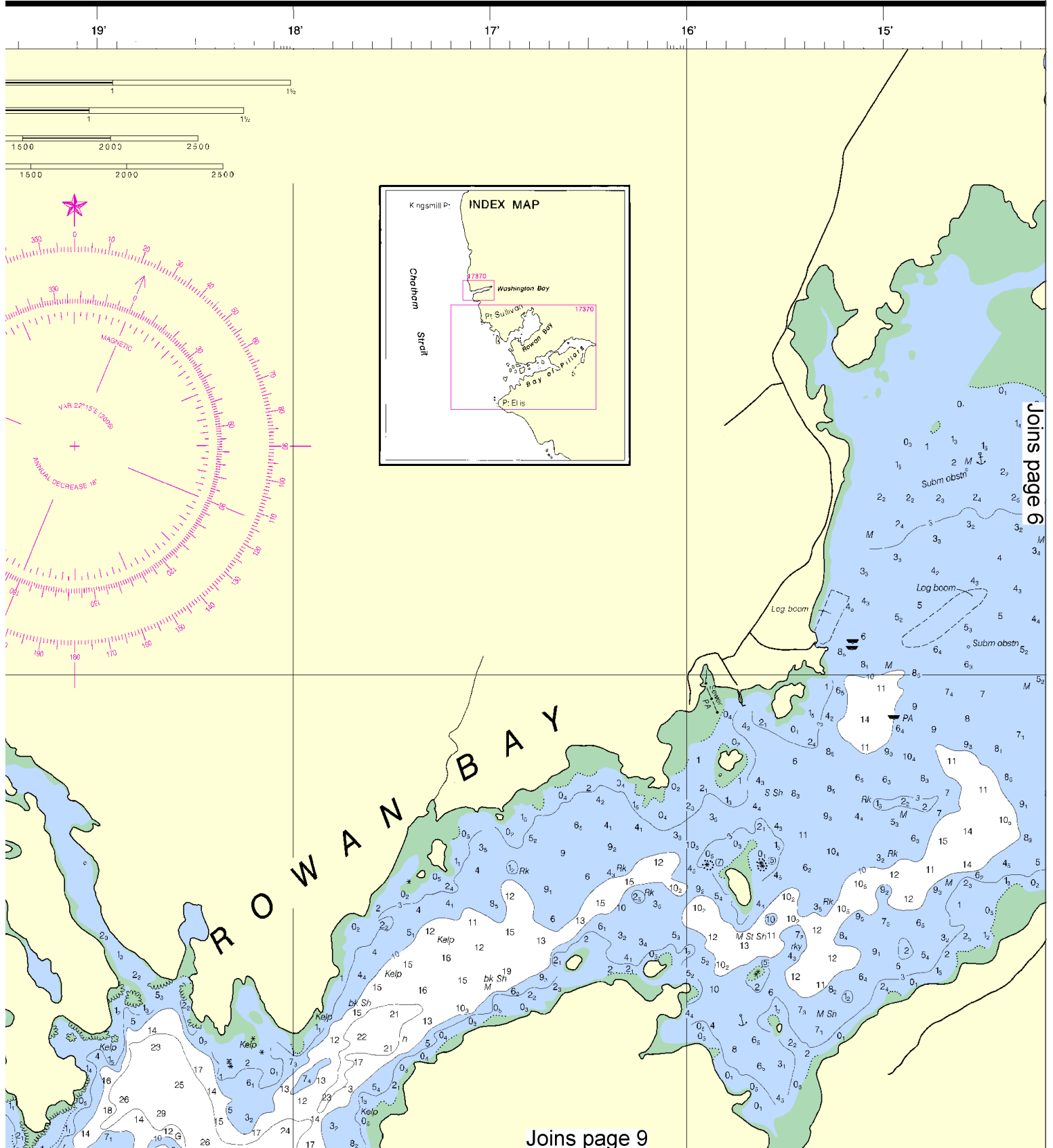
Nautical Miles

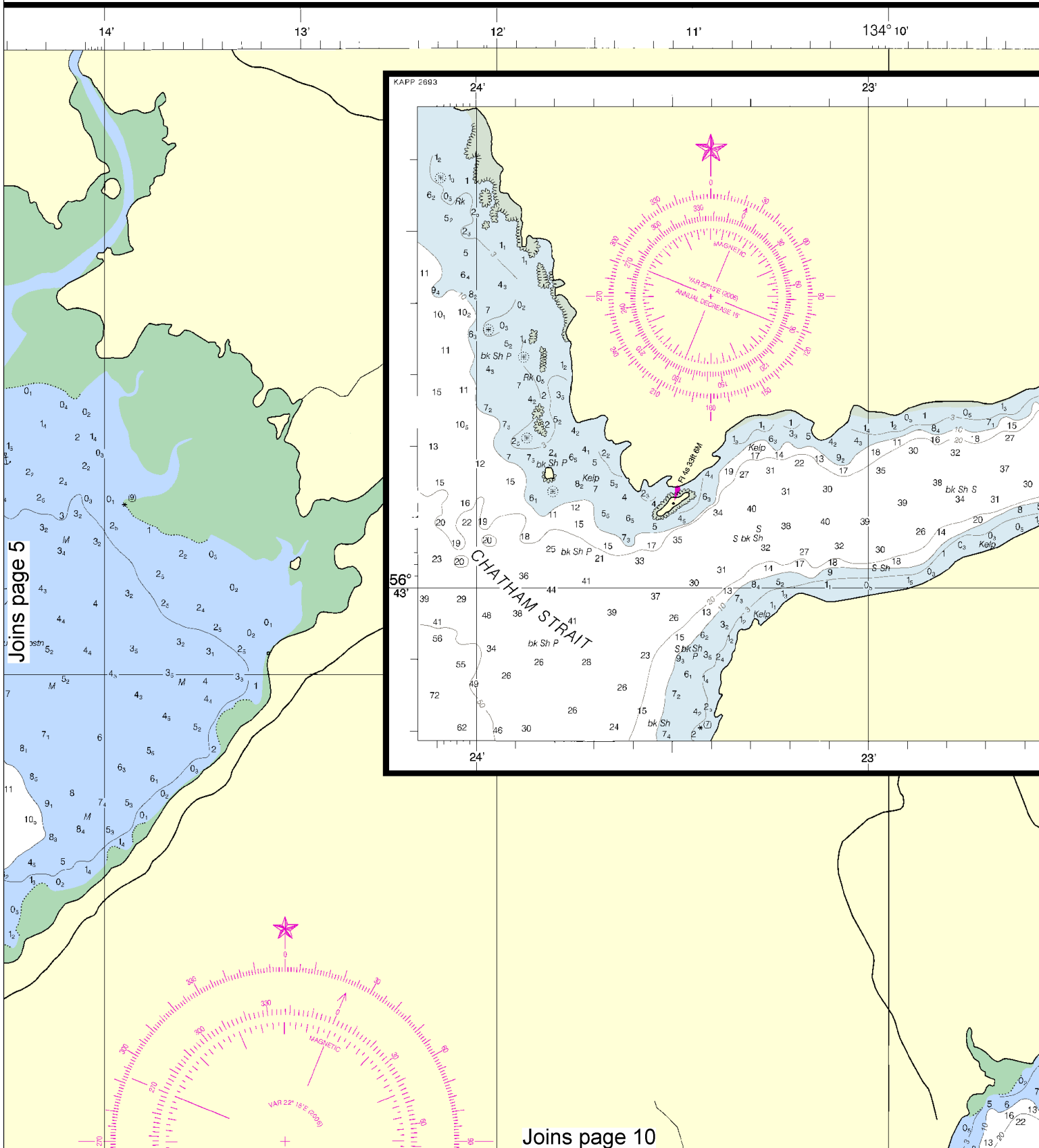
Yards

4

North

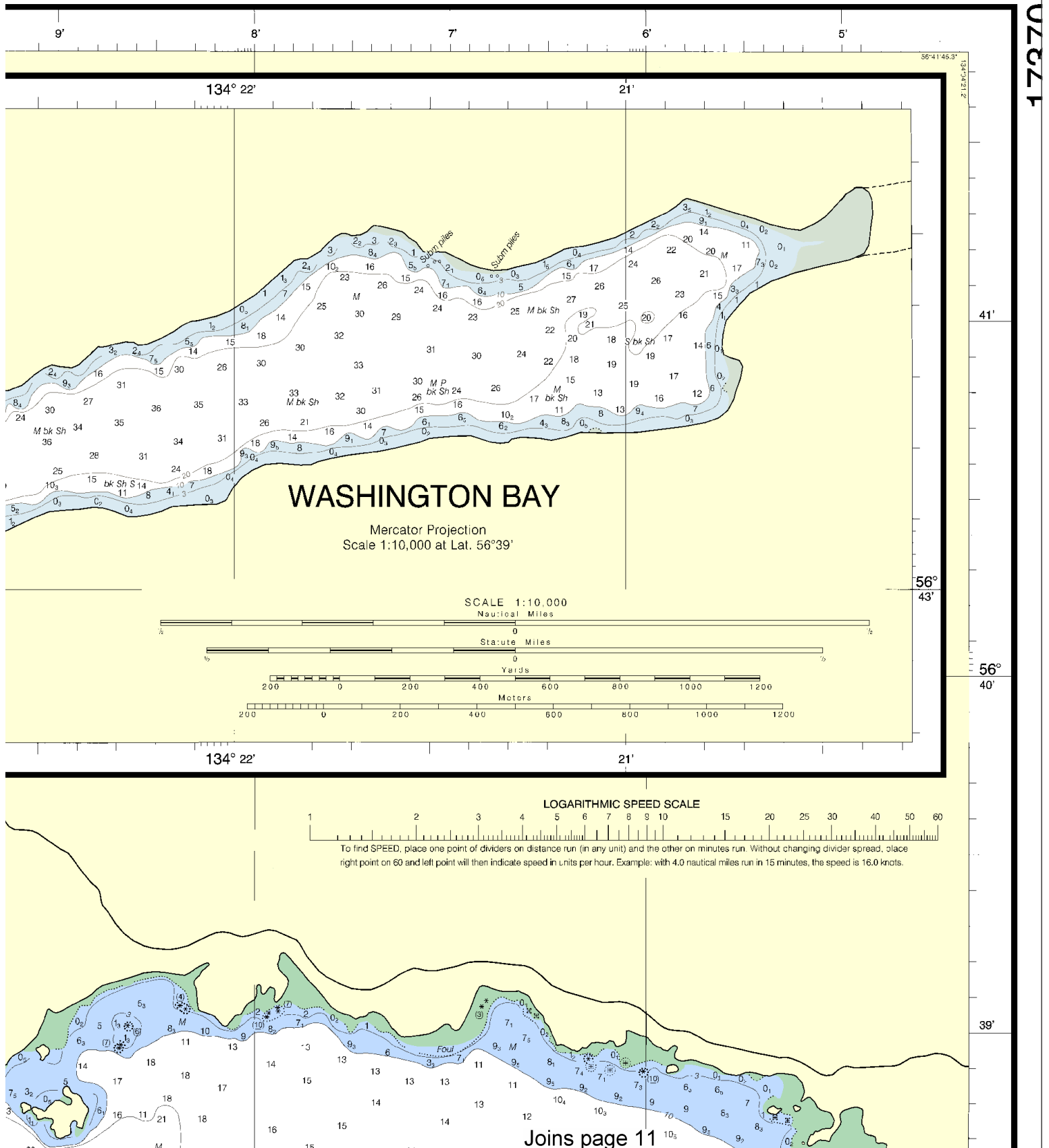






# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

Joins page 4

39'

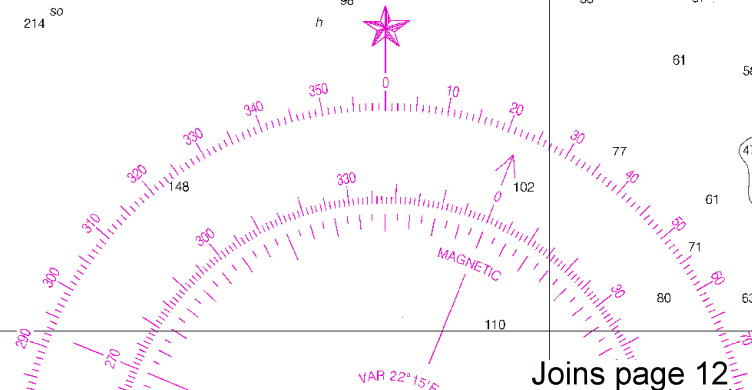
38'

37'

36'

CONTINUED ON CHART 17320

# C H A T H A M S T R A I T



Joins page 12

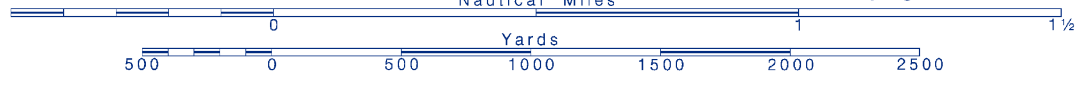
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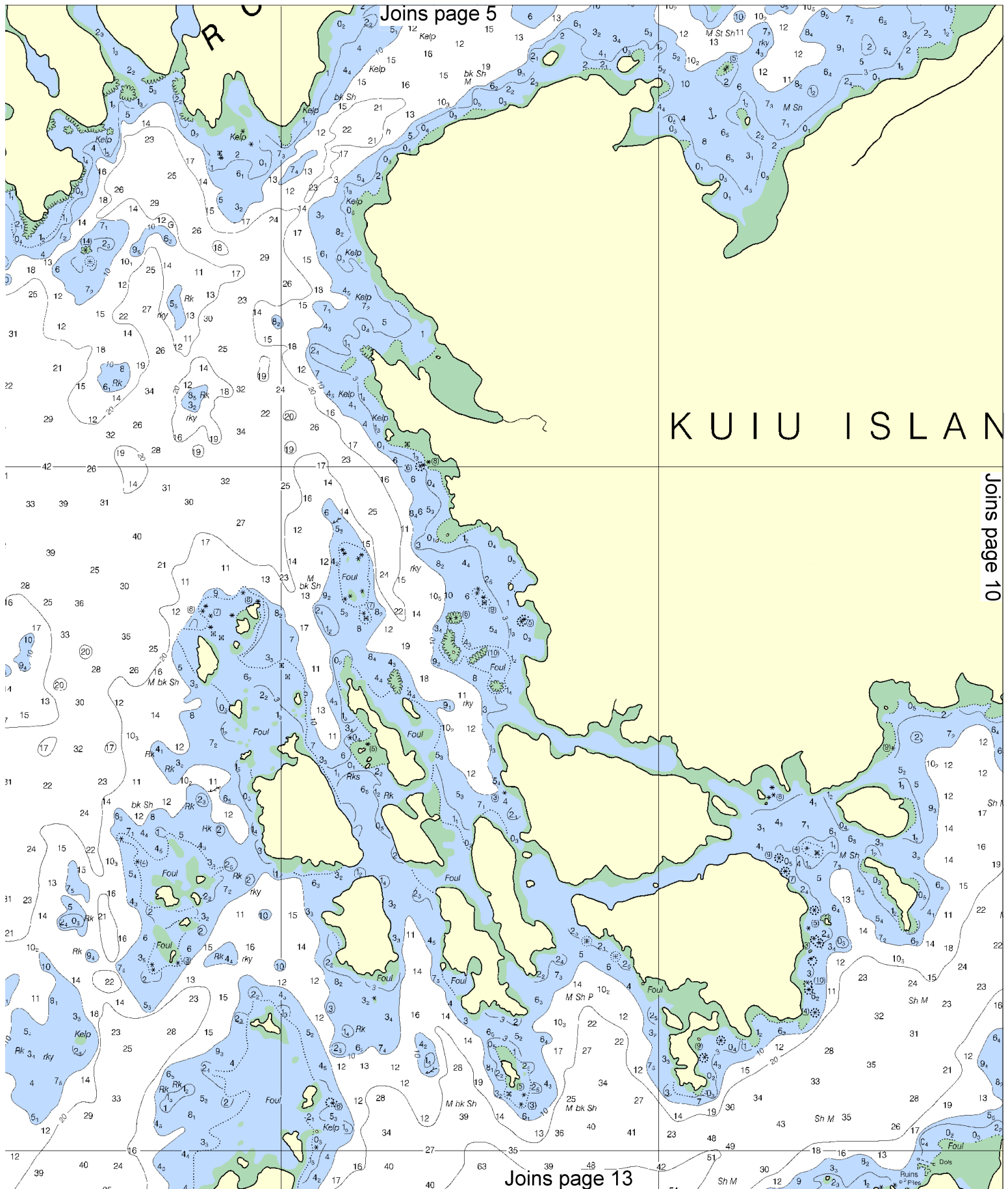
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







Joins page 6

A N D

B A Y

Joins page 9

P I L L A R S

UN  
ALASKA -  
CHATHAM ST

BAY OF PI

Joins page 14

10



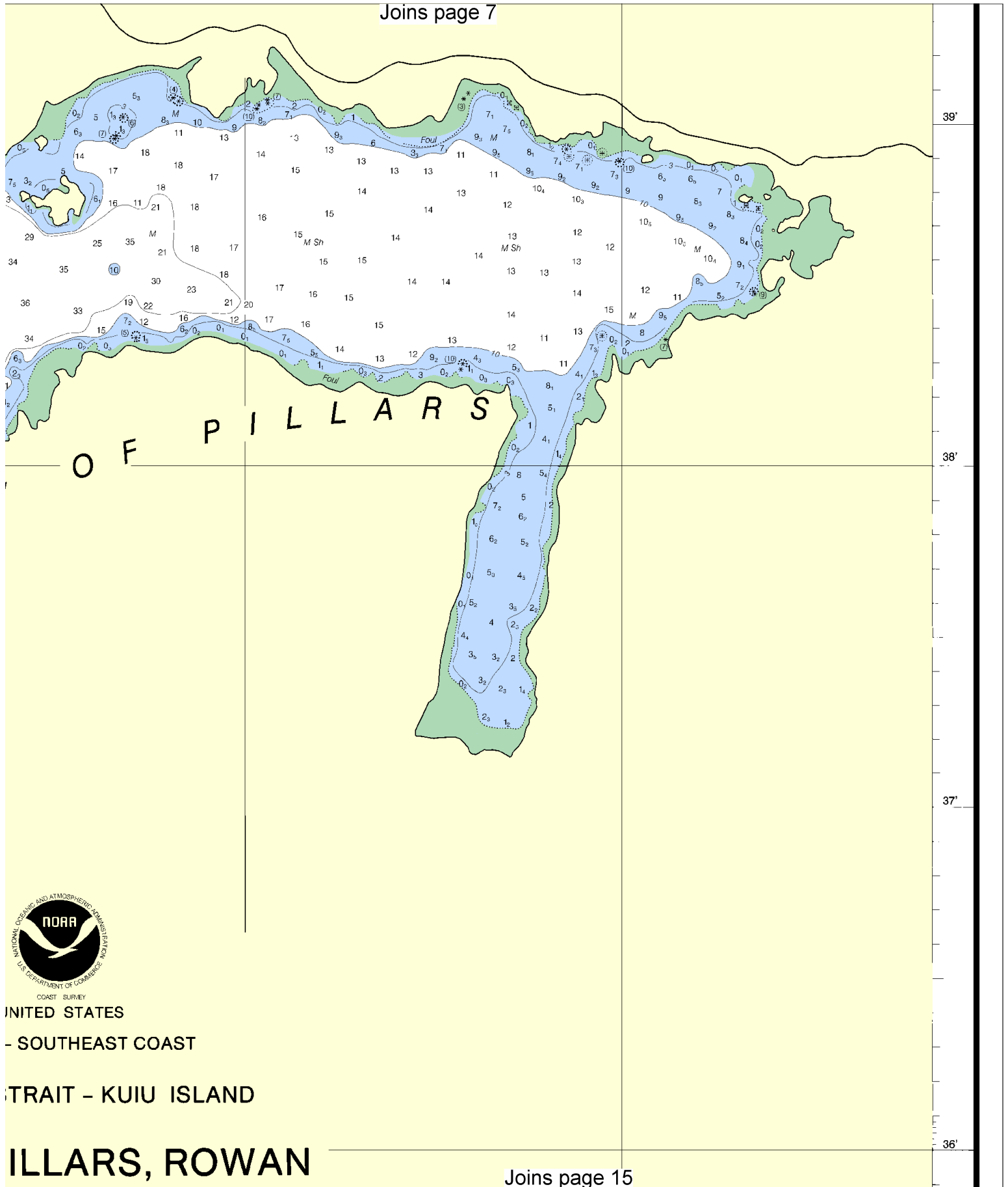
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SCALE 1:20,000  
Nautical Miles

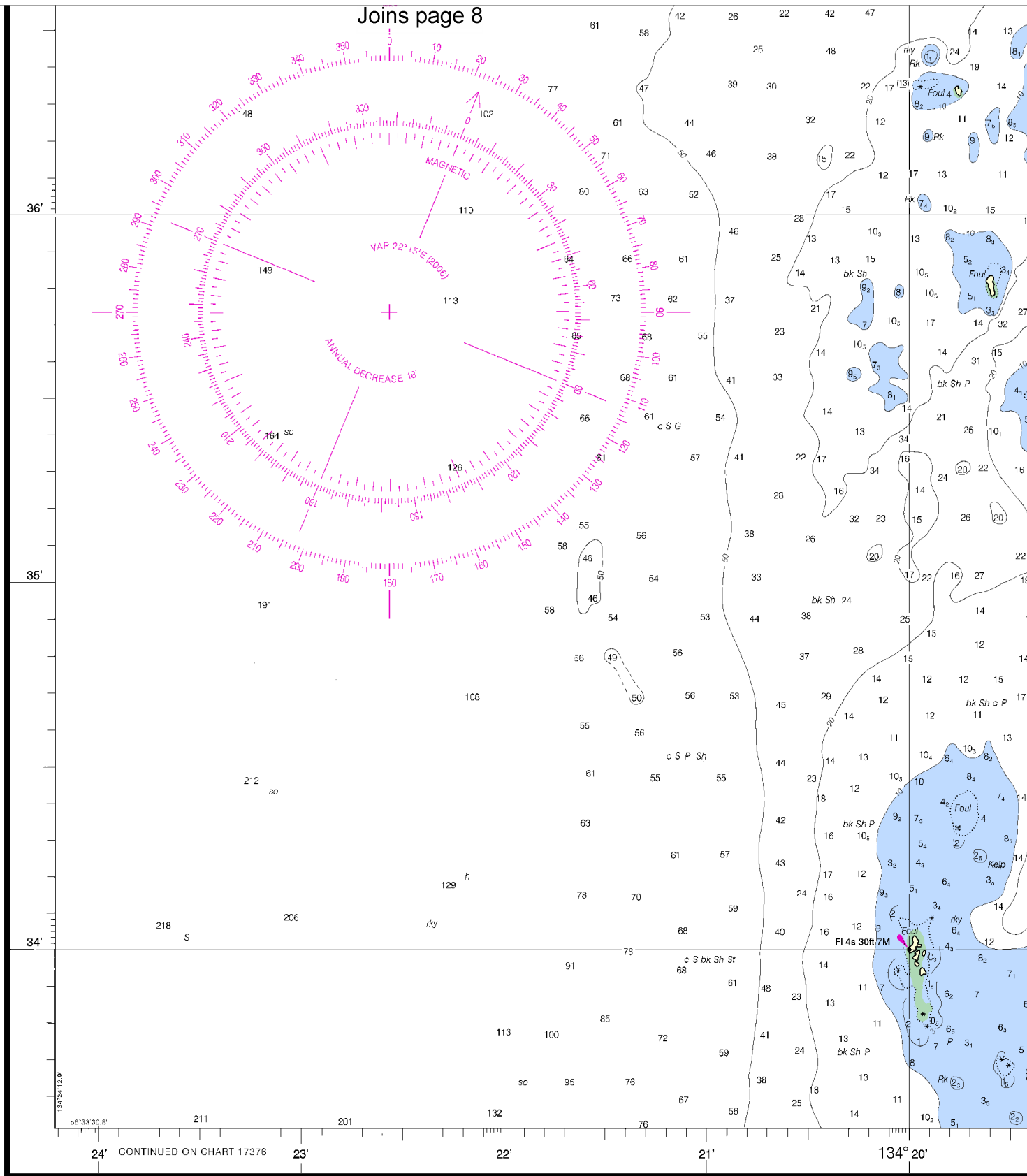
See Note on page 5.



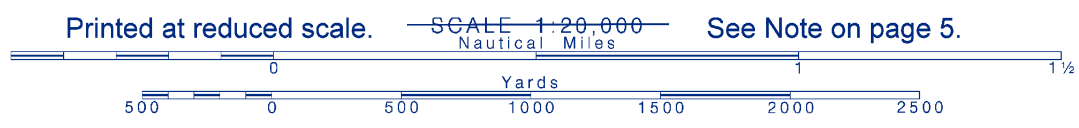
Joins page 7



Joins page 15



12



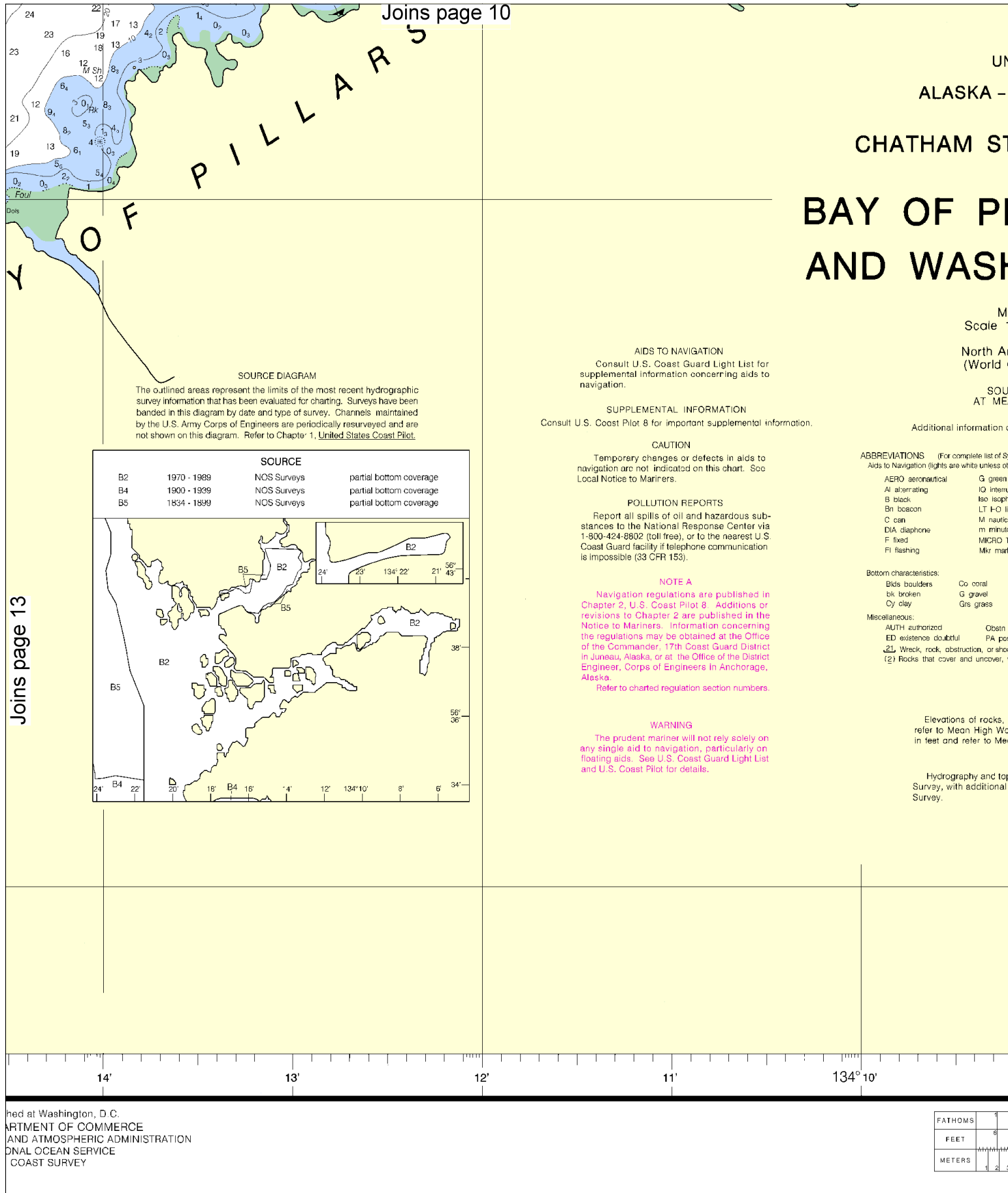
See Note on page 5.





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13





UNITED STATES

- SOUTHEAST COAST

- TRAIT - KUIU ISLAND

PILLARS, ROWAN  
WASHINGTON BAYSMercator Projection  
1:20,000 at Lat. 56°39'American Datum of 1983  
Geodetic System 1984)SOUNDINGS IN FATHOMS  
MEAN LOWER LOW WATERInformation can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).(Symbols and Abbreviations, see Chart No. 1.)  
(otherwise indicated):

en	Mo morse code	R TR radio tower
erupted quick	N nun	Rot rotating
phase	OBSC obscured	s seconds
lighthouse	Oc occulting	SEC sector
rtical mile	Or orange	St M statute miles
tutes	Q quick	VQ very quick
TR microwave tower	R red	W white
arkor	Ra Ref radar reflector	WHIS whistle
	R Br radiobeacon	Y yellow
gy gray	Oys oysters	so soft
n hard	Rk rock	Sh shoals
M mud	S sand	sy sticky

In obstruction PU position doubtful Subm submerged  
position approximate Rap reported  
hoal swept clear to the depth indicated.  
r, with heights in feet above datum of soundings.

## HEIGHTS

s, bridges, landmarks and lights are in feet and  
Water. Contour and summit elevation values are  
feet Sea Level.

## AUTHORITIES

Topography by the National Ocean Service, Coast  
al data from the U. S. Coast Guard, Geological

## NOAA WEATHER RADIO BROADCASTS

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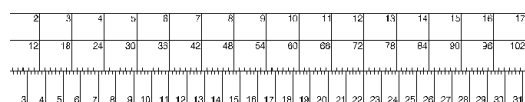
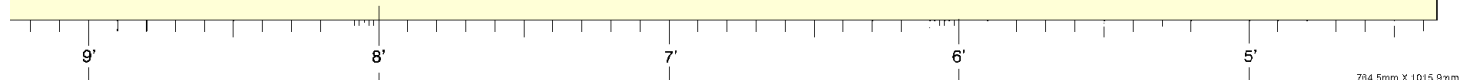
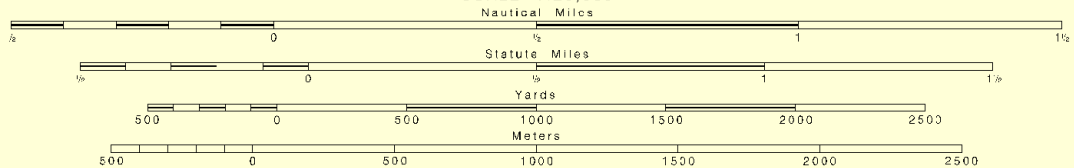
## HYDROGRAPHY

The most recent basic hydrographic surveys used in the compilation of this chart were accomplished by the NOAA Ship DAVIDSON, commanded by Commander Ned C. Austin, and the NOAA Ship FAIRWEATHER, commanded by Commander Walter F. Forster.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SCALE 1:20,000

Bay of Pillars, Rowan and Washington Bays  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

17370

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).